

FD 621

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COUNTRY	East Germany
TOPIC	Schorfheide Airfield
EVALUATION	25X1
DATE OF CONTENT	1 August to 5 September 1953
DATE OBTAINED	25X1
DATE PREPARED	8 October 1953
REFERENCES	25X1
PAGES	7
ENCLOSURES (NO. & TYPE)	1 - sketch on ditto
REMARKS	

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1. In mid-August 1953, excavation work on the southern taxiway at Schorfheide airfield was completed to as far as the Vietmannsdorf-Gross Doelln road to the west. The taxiway was subdivided into three strips each 7.4 meters wide. Concreting work was done the same way as on the runway. One strip in the western section of the taxiway to as far as the Vietmannsdorf-Gross Doelln road had been completed by 21 August. concreting work on the eastern section would start in a few days. In mid-August, large-scale excavation work, probably for a fuel dump, was under way in forest subdistrict (Jagen) 194. 1 On 13 August, a team including Lieutenant Colonel Romanenko (rnu) inspected construction work at the field.

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2. On 8 August, the Soviet commander of the Kreis Kommandantur in Templin announced at the forest office that additional clearing work would have to be done at Schorfheide airfield for flying lanes in the directions of Grunewald and Bebersee, but he did not state a target date for the completion of the work. Work was in full swing in late August 1953. Each two groups of workers equipped with motor saws were engaged in clearing a strip, 600 meters long and 530 meters wide, in the eastern and western extensions of the runway. By late August, no orders had been received on clearing work in the swallow-tail-shaped extensions of the flying lanes. In early September, work in the flying lanes had to be completed by 15 October 1953. 1

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3. In mid-August, a Soviet commission, including construction experts and officers, inspected the runway. An air force senior lieutenant moved in a jeep along the runway and tested each concrete slab with a hammer. He determined that 60 slabs were defective and, therefore, would have to be repaired. Mention was made that the defective spots were to be demolished. Investigations which were made to find out the reason for the defects showed, that the concrete had been too wet when being poured. 3

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4. The taxiways at the field consisted of three concrete strips. The slabs were the same size as those on the runway. The corners of the taxiways were rounded off. In mid-August, construction work was under way on the two connecting lanes between the runway and the southern taxiway. On 28 August, about 50 percent of the concrete slabs were completed on the section of the taxiway which was located west of the Vietmannsdorf-Gross Doebln road, while work had just started on the section east of the road. Excavating for hardstands along the taxiway was under way, but the staked-off terrains could not be definitely observed.
5. Construction work was being done on a site between Grunewald and Kurtschlag where about 50 workers were employed and a dredger was used. Allegedly, an ammunition dump was under construction there.
6. In late August, it was rumored that laborers would be discharged in the near future. Most of the German workers who were engaged in unloading work had given notice because of the poor pay. In late August, these workers were replaced by Russians who were quartered in the completed quartering buildings. A steam dredger was used for unloading operations and an additional steam dredger was expected to arrive. Concreting work was still being performed on both day and night shifts; however, excavating work was only being done during the daytime. Although the concrete mixers repeatedly were out of operation, work progressed continuously. The construction and excavation foremen stated that the construction drawings were repeatedly changed and that they were given out only temporarily and against receipt.
7. On 27 August, conferences were held on the construction work to be carried out during the winter months. Construction and excavation foremen stated that the personnel strength was to be reduced to 1,000 who were to be exclusively engaged in excavation work. Informants further said that three roads, one from the field to Templin, another one from the field to Zehdenick, and the third one through the woods to the Berliner Strasse near Gollin, were to be built, and that work on the fuel dump, referred to as oil dump, in the extension of the western connecting lane and on the dump between Grunewald and Kurtschlag was to be completed. Only in the spring of 1954 would concreting work once again be resumed and the soil on either side of the runway would be prepared and sown with grass. With regard to construction work north of the runway, contradictory statements were made; allegedly a taxiway was under construction there and mention was made that aircraft revetments and hangars were planned to be built.
8. In the billeting area, the headquarters buildings were separated from the other buildings by a board fence to the north, a lattice fence to the east and a barbed-wire fence to the west. The quartering buildings were occupied. The temporary buildings just east of the headquarters buildings housed EM and a portion of the dependents of the guard units. In late August 1953, guard duty near the construction site was rather lax, with checks being made only sporadically.
9. An electric line and a new water pipe were being laid along the southern taxiway. 1

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10. At first, a drainage system was not planned to be built on the field because of the deep layer of sand. On 18 August, however, Major Shubanov (fmu) stated that the Soviet construction headquarters thought drainage, especially along the runway, would be necessary. The construction of this installation had to be approved by the Soviet construction staff in Werder. Shubanov said on 5 September that Schorfheide airfield was to be occupied by heavy jet bombers. 2

11. A railroad employee at Templin railroad station stated that, on 17 August, the spur track to the airfield was blocked for further shipments for a 3-day period because 200 cars with construction material were parked at Templin railroad station and the spur track and awaited unloading.

the chief of the Soviet construction headquarters at the field had gone to Karlshorst in vain to lift the block order and that he had only been successful in engaging 32 new unloading workers instead of the required 100 laborers. the workers assigned to unloading operations worked rather slowly.

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12. On 18 August, a branch track to the southeast was staked off from kilometer marker 5.1 of the spur track to the field which branches off near Vogelsang. A railroad employee at Templin railroad station stated that the new track was a siding to the Kurtzschlag area where a large ammunition dump was planned to be constructed.

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13. on 17 August, 2,274 laborers of the Brandenburg Bauunion were employed at Schorfheide airfield.

14. Work on the runway continually progressed throughout August. On 29 August, only about half of strip 10 remained to be concreted. No exact dimensions of the runway could be determined. The runway sloped to both longitudinal sides. Markers, 40 meters apart, were erected along the southern taxiway. Marker No. 16 was located at the point where the southern taxiway begins to run parallel to the runway and marker No. 104 was at the east end of the taxiway. The taxiway had a width of about 21 meters. Work was completed on one concrete strip from the western end of the runway to the south as far as marker No. 16 and farther to the east toward marker No. 43. Work was started on another concrete strip leading from marker No. 43 to the west, while no work had been done on the strip in the middle. The strip leading from marker No. 43 to marker No. 39 and farther to the north as far as the runway had been completed by 29 August.

15. Surveyor Schmidt (fmu) stated that harp-shaped hardstands with a 40-cm concrete cover were to be constructed along the southern taxiway. Another informant said that the hardstands were to be provided with a 15-cm. concrete top layer.

16. An area with the same width as the taxiway was cleared of woods and graded in the southern extension of the western connecting lane between the runway and the southern taxiway. The cleared area extended approximately 300 meters south of the road which leads from Grunewald toward the east. About 100 meters south of this road and about 80 meters west of the lane in forest subdistrict No. 162 were six earth holes, each about 1.5 meters deep and 20 meters in diameter, in which fuel containers were probably to be installed. According to surveyor Schmidt, a fuel dump was under construction there.

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17. Markers were erected along the railroad tracks which extended from Vogelsang via Grunewald to the construction site. At marker 11 was the junction of the track to the cement storage sheds. Between markers 11.4 and 12.2 the railroad line was double-tracked. At marker 11.6, the construction of a loading ramp had been started. Marker 11.4 was about 250 meters east of the Vietmannsdorf-Gross Doeblin road. From this road at the northern side of the track a clearing was cut, allegedly serving as an approach road to the loading ramp. As the distance between markers 11.4 and 11.6 was 400 meters, the approach road to the ramp had a length of approximately 650 meters.

18. During the second half of August, clearing work was being done in the woods between Kurtschlag and Grunewald. About 30 workers were daily trucked to the site. There were carpenters who cut beams for several framed buildings, each beam with a width of 10.35 meters, length of 14.65 meters, and a height of 2.85 meters. The walls between the wooden framework were to be filled with stones. A telephone line was to be laid from the construction headquarters to the dump under construction which, according to surveyor Schmidt, was an ammunition dump.

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19.

On 15 August,

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[redacted] a flying lane near Schorfheide airfield was to be cleared of woods. Work was to start on 15 August on either side of the Kaisergestell, which is a path through the woods. The section pointing toward the airfield was to be cleared of the underwood, while the far-off section could keep the underbrush up to a height of 2.5 meters.

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20.

[redacted] A total of 2,216 workers, including 33 on surface construction, were employed at the field on 20 August, and a total of 1,912, including 32 on surface construction, on 4 September. Forty negligent workers were to be discharged after 5 September. According to Kutscher (fnu), chief of the underground construction department, the number of construction workers was to be reduced to 1,000 in the following weeks.

21.

At 12:35 p.m. on 5 September, concreting work was completed on the runway. Only the edges of the concrete slabs had to be furbished and the joints had to be filled with bitumen. The 1.5-meter-wide strips along the longitudinal edges of the runway were to be provided with a foundation of crushed stones mixed with bitumen. Work was to be carried out by the German construction staff and not by a sub-contractor as reported previously. Concreting on the taxiways started on 10 August. Although the excavation was only 15 cm. deep, the taxiways were to be given a 40-cm. concrete cover. The concreting of the hardstands and the dispersal areas had not been started. Motor roads with a 15-cm. concrete cover were scheduled to be constructed parallel to, and along the inside of, the two taxiways which branched off toward the south from the two ends of the runway. These roads were to have a width of one concrete slab each and were to cross the dispersal areas. The width of the earth strips between the roads and the taxiways could not be determined.

22.

In the second half of August, construction work was under way on a fuel dump, 300 x 250 meters, in the northern section of forest subdistrict No. 162 north of the spur track. Holes about 30 meters apart were excavated by a dredger. A strip for an approach road to the southern taxiway was cleared of woods and graded. According to Weinert (fnu), who is responsible for the arrangement of the building ground, a second fuel dump was scheduled to be constructed in the northern section of forest subdistricts 160 and 161.

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23. The woods camp was recently referred to as Technisches Lager (technical camp) by the German construction staff. Weinert stated that several buildings with pointed roofs, wooden structures with solid foundations, were to be built there. A motor road allegedly was to connect the technical camp with the airfield.

24. A loading ramp was to be built by the Thueringische Baugenossenschaft in the northern section of forest subdistrict No. 160. During the period from 8 February to 31 August 1953, the following building materials arrived and were consumed at the airfield:

Material	Arrival in tons	Consumption in tons
Portland cement	39,072.7	37,366.47
7/15-type chippings	39,661.79	32,248.19
15/30-type chippings	61,046.54	56,110.91
gravel	181, 324.03	147,555.82

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25. On 15 August, the following 25X1 work was scheduled to be done in 1953:

Completion of runway and taxiways;
Construction of two hardstands, one each at the western and eastern taxiways;
Construction of an ammunition dump in the woods south of Grunewald, where excavation work had already been started;

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26. The runway at the airfield was concreted by 5 September. The taxiways, which were subdivided into three concrete strips each, each strip with a width of 7.4 meters, were being concreted in the same way as the runway. An area was being cleared of woods between Grunewald and Kurtschlag. Five buildings were to be erected in this area and a standard-gauge spur track was to be laid as far as the buildings. Another clearing, probably for a fuel dump, was in forest subdistrict No. 162. Excavation work was under way there. A strip in forest subdistricts No. 198 and 199, west of the airfield, were also cleared of woods, probably for a flying lane. 1

27. Colonel Kirek (fmu), previously known as supervisor at the field, was replaced by Khomotov (fmu) who was the chief of construction staff No. 101. 2

vehicles were observed at the building ground:

Trucks Sedans

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28.

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an additional 16 million eastmarks were allotted but that it was not clear whether this sum was scheduled for the 1953 construction stage only or also for 1954.

29. On 27 August, concreting work on the runway was completed except for one strip on which work was expected to start in the first days of September. Large-scale concreting was under way on the southern taxiway. Small strips with coniferous trees were still observed between the runway and the southern taxiway and the two connecting lanes.

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30. On 22 August, [redacted] the list of construction materials required for three ammunition sheds which were to be erected in the ammunition dump at the airfield. A total of 40,000 bricks were required for each shed and 12,000 bricks each for an administrative building and a guardhouse. A total of 360 wooden poles and 15,000 meters of barbed wire were to be made available for a fence. On 26 August, [redacted]

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[redacted] the construction bureau that telephone lines were to be laid to Kurtschlag where a material dump was scheduled to be established, that three ammunition sheds would be built near the Dusterlake forestry, and that clearing work there should be limited to the smallest extent because of camouflage purposes.

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31. The buildings along the Vietmannsdorf-Gross Doelln road consisted of 5 billeting buildings, allegedly for Soviet officers, and 1 headquarters building. [redacted] the barracks installations near Vogelsang were scheduled to house the EM from the airfield. [redacted]

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During a conference with the Soviet construction staff on 27 August, the Soviets made mention of large-scale earth work (50,000 cubic meters) which was planned for the winter months. [redacted] a sum of 23 million eastmarks was allotted for construction work at the airfield for 1953 and a sum of 20 million eastmarks for 1954.

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32. The dump in the woods which had been reported in July 1953 was not located in the extension of the runway but near Kurtschlag. A sum of 1.6 million eastmarks was made available for the construction of this dump in August 1953.

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[redacted] deep bunkers for the storage of ammunition were to be built there. Work had also started on a fuel dump at the field. 1

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33. In early September, [redacted] Khomotov (fmu), chief of the Soviet construction headquarters at the field, requested a quick supply of construction material. The contract with the cement plant in Karsdorf was valid only until 1 October 1953. 2

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1. [redacted] Comment. The statements [redacted] in the present report supply the following picture of Schorfheide airfield: Concreting work on the runway which is 3,500 meters long, 80 meters wide and 40 cm thick was completed by 5 September 1953. A fuel dump is under construction in forest subdistrict (Jagen) No. 162. [redacted]

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A dump, probably an ammunition dump, with a spur track is being built near the Dusterlake forestry between Grunewald and Kurtschlag. [redacted] [redacted] A loading ramp is under construction in Jagen No. 158. For location and markers, see Annex. Concreting work is

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under way on the southern taxiway. As the bed of the taxiway was excavated only to a depth of 15 cm, and as the scheduled concrete cover is to be 40 cm. thick, the difference of 25 cm. will be compensated by filling up the two sides of the taxiway. See Annex. The hatchings indicate the status of concreting as of 4 September 1953. Approach lanes in the eastern and western extensions of the runway are being cleared of woods.

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A motor road is under construction parallel to the taxiways which branch off from the eastern and western ends of the runway. For 1953 construction plan, see paragraph 25 of this report. For work plan during the winter months of 1953/54, see paragraph 7 of this report.

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2.

[REDACTED]

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3. [REDACTED] Comment. According to a previous report, a premium was announced for the completion of the runway by 31 August 1953 while the work speed was accelerated and the quality of work was reduced.

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[REDACTED]. The statement that 60 defective concrete slabs were discovered when testing the runway points out the result of the low rate of working.

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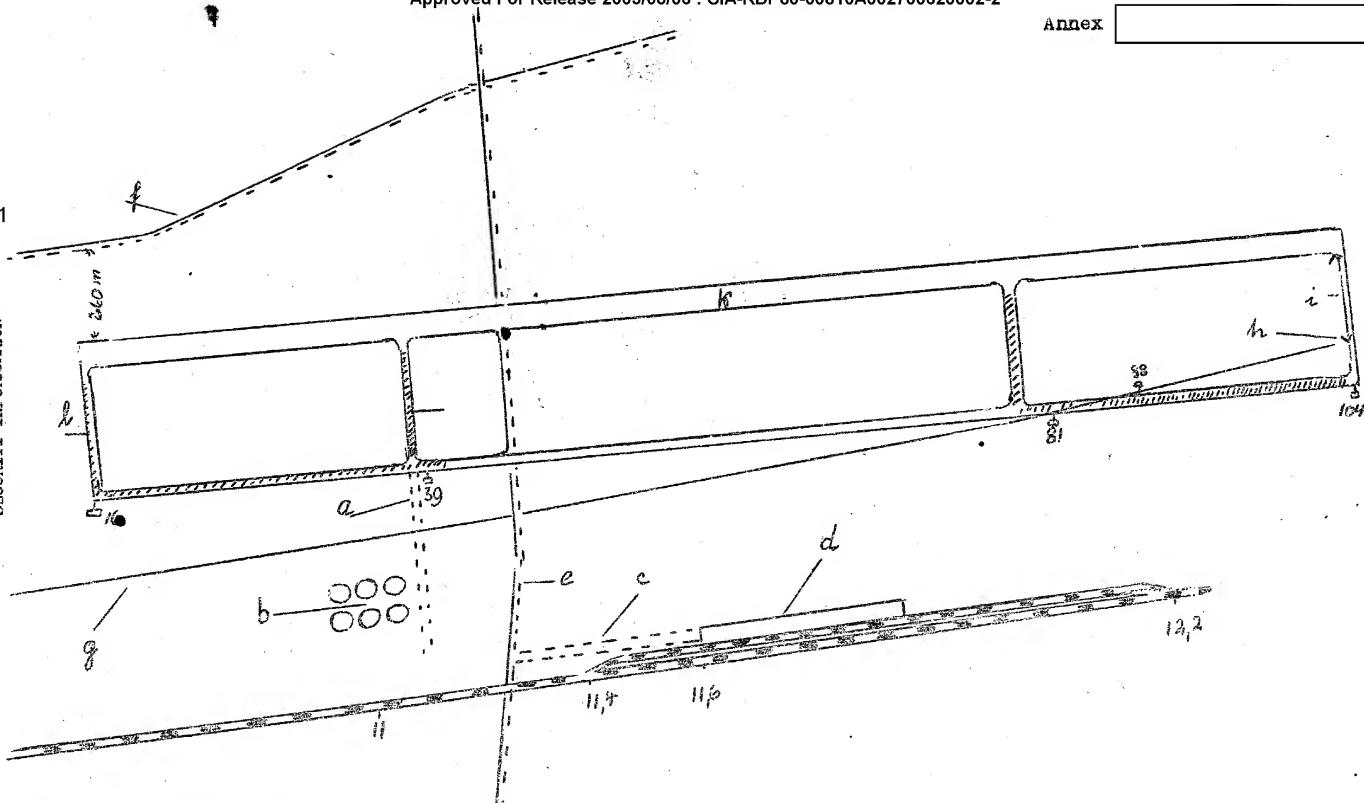
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Annex

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SECURITY INFORMATION



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Annex

Schorfheide Airfield

Legend.

- a Lane cleared of woods and graded, probably road to fuel dump
- b Six earth holes, each 20 meters in diameter and 1.5 meters deep
- c Cleared lane, approach road to loading ramp
- d Loading ramp
- e Gross Doelln - Vietmannsdorf road
- f Wood path to Berlach settlement to the east
- g Wood path from Grunewald toward Gollin Lake to the east; path crosses taxiway between markers 81 and 88 and 250 meters south of southern edge of runway
- h Intersection of road leading from Grunewald toward Gollin Lake with taxiway, 250 meters south of southern edge of runway
- i Distance of point h from southern edge of runway
- k Runway
- l Taxiway

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